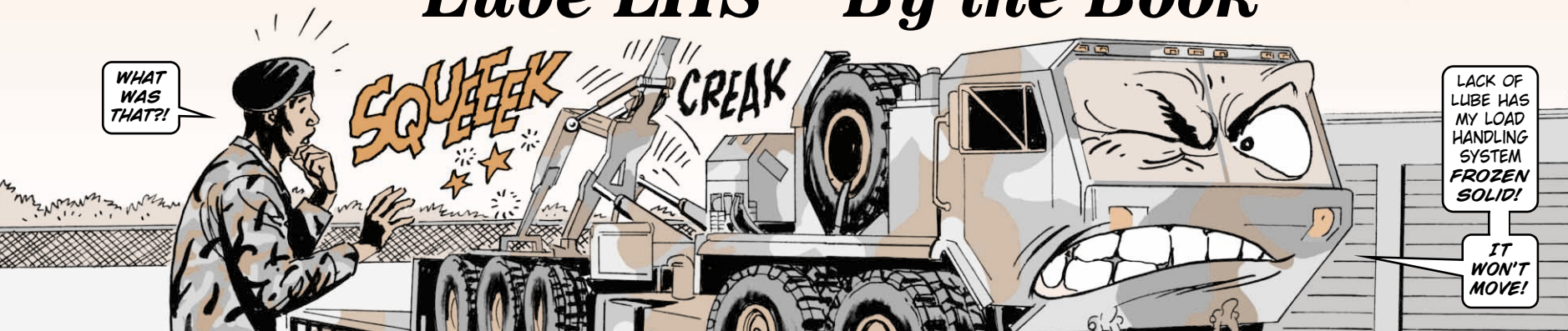
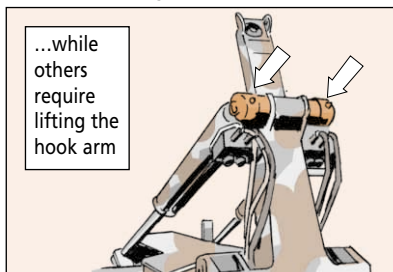
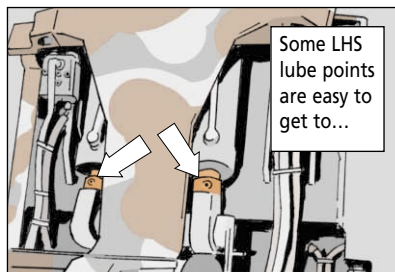


# Lube LHS By the Book



Appendix G of TM 9-2320-364-10 says to lube the load handling system (LHS) on your M1074/M1075 PLS. That means all **12** grease fittings on Page G-10.

Sure, it's easy to lube the fittings that are in plain sight, but do you take the time to raise the hook arm and lube the ones that are harder to get to?



If you don't, the LHS' hook arm will start sticking. Eventually it won't do any lifting at all.

LUBE ALL 12 WITH GAA MONTHLY...  
...OR EVERY 50 OPERATING HOURS OF THE LHS, WHICHEVER COMES FIRST...

Lube Points	# of fittings
Hook arm cylinder pivot pin (front)	2
Main cylinder pins	2
Hook arm cylinder pivot pin (rear)	2
Hook arm pivot pin (rear)	2
Main cylinder pivot pin (rear)	2
Middle frame pivot pin (rear)	2

## LACK OF LUBE BREAKS ARMS

Here's your proof, crewmen, that lack of lube causes real problems—and puts your PLS down for repairs.

Middle frame shaft cylinder locking arms are breaking on the load handling system (LHS). Reason? Lack of lube on the cylinder bushings is causing them to seize. When they seize, the locking arms break as they try to turn with the movement of the LHS.

Broken locking arms deadline your truck, according to Change 2 to TM 9-2320-364-10. The truck has to go to DS for repair and to have the mainframe boss inspected for wear.

Damage to the arms prompted the headshed to update the PMCS, too. Change 2 will make Item 39 to say this:

**Check LHS for loose, damaged or missing parts. Any missing or damaged parts make the truck NMC.**

